



I LUMLEY MARINE SERVICES

PROPRIETOR:



IAN LUMLEY

MILFORD
MAIN ROAD
CUTTHORPE
S42 7AG

“VANESSA”
GENTLEMANS MOTOR YACHT
MS E CRISP



TEL: 01246 415007 OR 07833 583300



SURVEY

Gentleman,s motor yacht

“Vanessa”

Ref: IL1508

9th June 2010

Craft Data

Builder: Graham Bun of Wroxham

Model: Motor Yacht

Hull: Teak on oak

Hull identification number: N/K

SSR number: 62365

Year of build: 1953

CE marked: No

Approximate specifications LOA 53ft 6in

BEAM 12ft

DRAFT N/K

ENGINES - 2 x Thorneycroft RNR 6 cylinder diesel engines



The purpose of this survey is to partially examine the craft in the water prior to possible full out of water survey.

It was carried out at the request of Ms E Crisp at Hayling yacht club, Hayling Island, England.

The craft was seen in the water.

This survey was carried out on the understanding that we are legally liable to our client only and not to any subsequent holders of this report.

Although some of the equipment aboard the craft is listed this survey does not imply that any of this is functional unless otherwise stated, it is also presumed that the cosmetic aspects of the vessel and the suitability for purpose have been studied by the prospective purchaser.

Examination

I was commissioned by Ms E Crisp to examine this craft over a period of two days.

The first day being for an in water examination of the internal structure, equipment and machinery.

The second day to be of sea trials and examination of then external hull. There would then follow a full and standard survey report listing individual items of the vessel with recommendations, this will not be possible in this survey as circumstances proved somewhat difficult with an elderly couple living aboard the craft so I will list the faults noted in no particular order.

Craft topsides

The decking is of teak planking and is in reasonable condition for a craft of this age although several cracked planks were evident and much of the caulking is ready for replacement.

There are steps to the bow and aft decks, and various extensive areas of rot to the sides and rear of these steps were noted.

The hatch entrance to the lazarette was rotten around the frame and the hatches were not attached and were covered in further plywood and polythene.

The port side of the craft is a plywood hatch of several feet in length allowing entrance to the gas locker.



The top frame work to this locker was rotten, the metal container for the gas bottles was extensively corroded and much of the top section had disintegrated.

The hand rails are still fairly secure but had several sections requiring extensive repair especially the butt ends.

The safety wires between the stanchions were ready for replacement some are missing and some solid safety bars are missing.

The top coach roof was covered in a material, this had shrunk in some places showing bare planking.

This material was over painted and many areas had undergone repair and although with out removal of the material it is not possible to ascertain the condition of the planking A moisture meter was used on this material with registered readings showing off the scale.

There are two stainless steel davits attached to the stern, a cover for the port davit is missing and the sliding arms were held secure with a rusty nut and bolt rather than the standard fitting.

These did function.

The lazarette was accessed and this was found to contain many items which limited access to the structure.

The double diagonal planking internally appears in sound order where accessible.

Below the gunwales appeared sound other than where the cleat rollers are attached.

These areas are rotten.

Some items were removed from the lazarette to allow access to the structure including loose floor boarding, it was found that on either side of the stern post water was entering the craft at an approximate rate of one litre a minute, also to the outer reaches of the transom water was entering the craft but at a slower rate.

The central floor to the rear cabin was lifted giving access to the bilges, this revealed a little rot to the area of the rear bulkhead around the rudder stock however this was not excessive.

Water is entering the craft from the port side of the vessel at the front of the bulk head.

There is also mud in the bilge which has obviously entered from the outer side of the craft.



Although not fully accessible it was noted that there was epoxy resin applied to an area of the inner planking.

Access to the engine bay was only gained through the rear steps to the starboard side of the craft.

Along the outer side of the structure were many items which had to be removed and loose fitting floor boardings were removed to make access to some of the ships framework possible.

The longitudinal outermost frame which has keel bolts protruding through which have been poorly shimmed.

This frame was found to have significant rot and was allowing water ingress around most of the bilge keel bolts.

The opposite longitudinal frame again has some rot but not to the same extent as the starboard.

There was a considerable amount of water below the engines and the bilge pump with float switch was functioning.

The engines and machinery visually appear to be very neglected however these were not thoroughly examined.

The whole of the engine bay is very cluttered and dirty but again where accessible the double diagonal planking appeared sound.

The batteries are to the rear of the gearboxes, there is also a small gen-set which again appears neglected.

Access to the bilges in the forward cabin could not be gained as no access was available.

I would suspect a problem in this area.

The forward deck hatch and inner roof linings had obvious rot to the inner frames and buckets were placed below these areas to stem the water damage.



Electrical system

There are many loose wires, these were not tested for current but the general appearance of the wiring indicates a complete rewire is necessary.

Fuel system

The fuel tanks could not be fully accessed but again the pipe work is in such condition that complete renewal would be recommended.

Gas system

The gas system again was not fully examined but is not to British safety scheme standards.

This is a dangerous vessel in its current condition and would not be considered suitable for insurance.



Summary

This once fine vessel has obviously suffered many years of neglect. The expected cost of restoring this vessel to good condition would many times outweigh any future market value the craft may have.

There are short term measures which may be implemented to extend the life of the craft with limited usage available.

The “Vanessa” requires a considerable amount of remedial work to bring her to reasonable condition

The “Vanessa” should represent a normal risk for insurance purposes when the problems with her hull have been attended to and her internal systems have been brought up to basic safety standards.

Normal limitations of survey

- Hull - No skin fittings or bolts were drawn and we have not inspected woodwork or other parts of the structure which are covered, unexposed or otherwise inaccessible. We are therefore unable to report that any such part of the structure is free from defect. The condition of the hull is at the time of survey only and the condition known as osmosis can occur within a short period of time as can impact damage.
- Engines . - The engines have not been tested under load and the surveyor is only offering an Opinion as to their condition.

I. Lumley MIIMS
Surveyor

Gas locker top



Lazarette transom starboard side



One section of the starboard longitudinal frame

